

FOUR TIMES A MURDERER.
A STARTLING STORY OF CRIME.
THE TOLSTOI CULT.
WHAT THE RUSSIAN NOVELIST TAKEN FOR HIS CLERICAL.
ENGLISH ARISTOCRACY AND MUSIC-HALL SINGERS.
SEE THE SUNDAY WORLD.

The
Very Best
Paper
FOR AN
AUGUST SUNDAY
WILL BE
The Sunday
World
To-Morrow.

AWAITING THE PRESIDENT. POINTERS ON THE RACES.

The Cruiser Baltimore Decked Out in Holiday Attire.

He Will Start for Boston To-Day Amid Booming of Cannon.

Rear-Admiral Gherard's flagship, the fleet cruiser Baltimore, left her moorings at Tompkinsville this morning and anchored near Ellis Island, there to await the arrival of President Harrison, who is on his way from Washington to Boston to attend the G. A. R. encampment. H. will arrive at the Pennsylvania Railroad depot in Jersey City at 3.30 o'clock this afternoon.



THE BALTIMORE.

Although the weather was heavy and foggy everything about the vessel was scrupulously, almost painfully, neat and clean, and it is a wonder if the Chief Executive does not feel some timidity about stepping on the deck of the beautiful white cruiser for fear of marring its cleanliness.

The Baltimore was not the only one of Uncle Sam's war ships which was under way this morning. The battleships, Yorktown and Atlanta had received their ammunition, which will be expended in firing salutes, and were off for Boston where they had been ordered by Admiral Hingham to rendezvous and wait the arrival of the flagship.

So President Harrison will not command a squadron on his pleasure trip to the North. In passing the city of New York, he will simply enjoy himself in the luxurious cabin of the Baltimore and leave it over that vessel to the extent of ordering that it be anchored at Martin's Vineyard over Sunday.

Secretaries Noble and Rusk and Private Secretary Halford are with the President and will be guests during the voyage. Plenty of powder is to be expended in honor of the President. When his flag is broken out from the main track of the Baltimore, the National salute of twenty-one guns will be fired. Then the flagship will round the Battery and proceed up the East River.

The powder taken aboard by the other vessels will be used in welcoming the Baltimore with the Commander-in-Chief of the Navy to Boston, which city it will reach about 4 p. m. Monday.

The Petrel and Dolphin, the dynamite cruiser Vergennes and the torpedo boat USS Alexander Hamilton Post No. 121, C. R. Post No. 22, Steamer Post No. 122, Joe Hooker Post No. 123, Hamilton Post No. 124, and Dahlgren Post No. 125.

Dyed in Blood.
Four times has this man taken human life, and not until a WORLD reporter ferreted out the facts was the truth known. See THE SUNDAY WORLD.

A Wheel Trust Factory Furnished.
FIVE WHEELS, IND. AUG. 9.—A fire last night totally destroyed the large wheel factory which is controlled by the American Wheel Trust, causing a loss of \$175,000. Insurance \$150,000.

A Day's Outing On Mountain and In Glen.
For March Chalk, Glen Echo and the Rock Creek and Potomac Park, Washington, D. C., Aug. 9.—A party of 100 persons, who spent the day at the Glen Echo and Rock Creek Park, returned to the city at 10 o'clock.

Four Times a Murderer!

A Startling Story of Crime That Has Just Been Unearthed by a "World" Reporter.

LOW-NECKED DRESSES.
Nym Crinkle Has a Scathing Reply to Elizabeth Stuart Phelps.

THE TOLSTOI CULT.
The Remarkable Russian Novelist and His Remarkable Views.

A DAY WITH GILMORE.
How the Popular Conductor Couples His Time.

BELLES WHO BATHE.
Snap Shots at Atlantic City Girls on the Beach.

NELL NELSON AT LONG BRANCH.
OTHER LADY DUNLOS.

She Finds Immodest Women and Rude Men.

English Aristocrats Who Have Found Wives in Music Halls.

BILL NYE AND CLAMS.
A Glimpse at Fair Bicyclists to Be Seen in New York.

The Genial William Sorry That He Did Not Eat the Shell.

WOMEN WHO RIDE.
A Glimpse at Fair Bicyclists to Be Seen in New York.

IN CAMP AT SING SING.
THEIR FIRST DOLLARS.

A Real Old-Fashioned Meeting in Lively Progress.

How a Hundred Well-Known Men Got Their Start in Life.

THE STRIKE AT BUFFALO.

A Train of Thirteen Passenger Cars Left to Block a Street.

Buffalo, Aug. 9.—The strike on the New York Central Railroad at this point was declared at 9.15 o'clock this morning. All the men went out.

A train of thirteen loaded passenger cars was left standing on the terrace, blocking the Main street crossing.

About one hundred and fifty Knights of Labor connected with different departments went out on the first call, and are arranging for a general call-out. Trouble is expected.

MEN RETURN AT ROCHESTER.

Four Striking Crews Set to Work Again This Morning.

Rochester, Aug. 9.—Four New York Central train crews which stood out for a time, this morning, have been allowed to return to work.

A NEWSBOY AT THE BRAKES.

Passengers Afraid to Board a Train Without Crew.

White Plains, Aug. 9.—When the Pulling locomotive, due here at 7.42 a. m., arrived at 8.17, having on board twenty-two passengers, there were no brakemen to man the brakes and Newsboy Cox was acting in that capacity.

LATE COMMUTERS GO LEFT.

No Local Trains From Croton After 8.30 This Morning.

Croton, Aug. 9.—The early morning train of 8.30 a. m. was the last of the day. Some of them were a little late.

SARATOGA ENTRIES.

The Saratoga entries for to-day are as follows:

First Race—Six Furlongs—Young Duke, 115; Second Race—Monterey, 115; Third Race—Salvator, 115; Fourth Race—Belldale, 115; Fifth Race—Saratoga, 115.
115 Young Duke, 115; 115 Monterey, 115; 115 Salvator, 115; 115 Belldale, 115; 115 Saratoga, 115.
115 Young Duke, 115; 115 Monterey, 115; 115 Salvator, 115; 115 Belldale, 115; 115 Saratoga, 115.
115 Young Duke, 115; 115 Monterey, 115; 115 Salvator, 115; 115 Belldale, 115; 115 Saratoga, 115.
115 Young Duke, 115; 115 Monterey, 115; 115 Salvator, 115; 115 Belldale, 115; 115 Saratoga, 115.

EXTRA BLOCKED.

Freight at a Standstill on the New York Central and Harlem Roads.

Some Passenger Trains Started from the Grand Central Depot.

General Master Workman Powderly Comes On to Settle the Strike.

3,000 Switchmen and Trainmen Said by the Knights to Be Out.

Vice-President Webb Says the Vandervliet Will Never Yield.

The Strike Extended This Morning as Far as Buffalo.

The general strike of the Knights of Labor on the New York Central and Harlem railroads, which was begun at 7.30 p. m. yesterday, has assumed the most threatening proportions.

It was at first confined to the Hudson division of the Central road and the Harlem line, but this morning extended to the trunk line between Albany and Buffalo, and it is probable that to-night it will be extended to the West Shore line, which is also part of the Vandervliet system.

If this does not bring the Company to terms the next step threatened by the Knights is to extend the tie-up to all the lines of the Vandervliet system east of Chicago, taking in, of course, the Lake Shore and Michigan Central.

General Master Workman T. V. Powderly, of the Knights, was summoned from Philadelphia by telegram early this morning.

Accompanied by J. W. Hayes, Secretary and Treasurer of the Order, he left the Quaker City at 9.30 a. m. on the Pennsylvania express.

They were met in Jersey City by General Committeeman Holland, and at once held a conference upon the situation.

The results so far accomplished show that the men mean business, and that they are determined to make a long and bitter fight for their rights.

The most important of all is the complete stoppage of the immense freight traffic of the New York Central system.

Not a freight car has been moved out of this city since last night on the main line, and all the yards are deserted by switchmen, flagmen, trainmen and most of the engineers.

Vice-President Webb, himself, admits this morning that the freight business of the Company is completely paralyzed, and that any attempt to start it going again at present has been abandoned.

Thousands of dollars' worth of perishable goods are locked up in freight-cars all along the line between New York and Albany, or are standing in the yards where they cannot be got at, and are likely to prove a total loss.

A FEW PASSENGER TRAINS.

Then the passenger traffic has been blocked to such an extent that the Company fails itself completely unable to furnish sufficient accommodations for the immense rush of travel which at the present time is at its greatest activity.

It was only with the greatest difficulty that a few trains were despatched this morning from the Grand Central depot over the New York Central, the Harlem and the New Haven roads, and the passenger depots were all jammed to suffocation during the entire forenoon.

It is estimated by the Knights that three thousand members of the order employed on the Harlem and Hudson River divisions of the road were out this morning, including all the switchmen, flagmen and yardmen.

There are 22,000 men employed by the Central and Harlem roads, and of these 10,000 are members of the Knights of Labor. The general belief is that the majority of these will be out on strike before twenty-four hours.

CENTRAL OFFICERS SAKEN.

President Webb and the other officials of the Company are trying their best to make light of the situation, and are taking a desperate stand against the strikers.

They profess to believe that the strikers' lack of organization this morning, and announce that within a day or two all trains will be running regularly.

The strikers are quiet and are keeping away from the yards and depots. They were holding a big meeting in a hall on Eighth avenue.

District Master Workman E. J. Lee is in Albany directing the strike from that point, and at the same time is only member of the Executive Board of District 216 who is in New York, was invisible early this morning.

OFFICERS HOLLAND QUITS.

Company that as soon as possible the New York Central's freight would be transferred to the West Shore Road, as there was yet no trouble on that line.

ANXIETY AT THE WEST SHORE.

Trains Still Running, but the Men May Strike at Any Moment.

It was anticipated that a strike would be ordered on the West Shore before 8 o'clock this morning, but at that hour there had been no word.

There had been no delay of trains up to 8.45 o'clock. The Albany trains went out on time at 8.45, 9.30 and 9.45 a. m., and the Newburgh train at 9.55 o'clock.

Although trains were arriving and departing according to the schedule at West-haven the West Shore officials were very uneasy, and evidently feared that a strike among the employees of the road might be ordered at any moment.

To guard against anything of the kind, for the time being at least, the very strictest sort of watch was kept on persons arriving by the ferry boats from day and Forty-second streets. Every person who looked like a workman and was seen heading in the direction of the company's freight yards was followed, and if he tried to enter the yards, or showed a disposition to do so, he was at once warned away.

A system of "picketing" was adopted, quite as effective as any ever devised by the Knights of Labor or other organizations.

Transmitter Williams said to a *World* reporter that he believed the passenger service would be all right, but that he feared that there would be a strike among the freight trainmen.

He had made all the preparations possible to meet such a contingency, he said, and would act promptly.

General Superintendent Bradley said that the road was all right. He was very non-committal, however, and would not say that it would be a surprise to him if a strike was inaugurated before the day was over.

He refused to say whether preparations had been made to meet a strike.

The West Shore trainmen have their freight transfers at the Albany or Albany from the Grand Central road to the West Shore and it is brought down to West-haven and thence across the ferries to the city street and Forty-second street stations.

A great many of the Grand Central's passengers who propose taking a European steamer had to a great deal of annoyance and inconvenience by finding that their baggage had not arrived at the Grand Central depot to-day.

They were told it was either of the West-haven ferry-house, foot of West Forty-second street, or at the day street ferry.

The result is a hasty scramble to these places to trace their baggage, and a great deal of confusion.

It is known that a good deal of baggage bound for Europe to-day will have to lay over until later steamer, and in two instances the passengers have been obliged to forego their proposed sailing to-day.

All the local trains went out on time during the forenoon, and the next freight train on the regular schedule is the Albany freight at 2.35 o'clock this evening.

Whether that train will go out is a question.

An EVENING WORLD reporter was informed by one of the West Shore brakemen this morning that he wouldn't be surprised if the Albany freight didn't go out to-day.

The mystery of the West Shore officials was increasing as the day wore on, and it was evident that they felt they were experiencing the calm before the storm.

ALL OUT AT SIXTY-SIXTH STREET.

The Elg Yard and the Docks Completely Deserted.

There are but two men at work this morning in the Sixty-sixth street yard. They are J. J. Loftus, the train dispatcher, and his assistant, George Mitchell.

All the trackmen, yardmen, switchmen and flagmen, to the number of 150, are on strike.

There are only six engines in the yard this morning. No. 145, upon which the train dispatcher made a trip to the Thirtieth street station.

No attempt is being made to switch the cars to the yard.

The night train dispatcher Loftus and Mr. Mitchell put away seven train themselves and unloaded two car loads of calves at the Eastern Avenue.

We have already moved out several trains on the Central and New Haven roads, and the prospect is that we will be able to largely increase the number during the afternoon.

CAN'T MOVE FREIGHT.

Of course, our freight traffic is entirely suspended for the present, and we shall make no attempt to move any of our trains until we get the railroad business adjusted on the working order.

How many men do you think are out on strike?

They are now only between four hundred and five hundred of the men employed in the New York depots who have left work. I understand about eight hundred men have been out, but I am not sure.

Over three hundred of these came back and were ready to go to work again this morning.

WILL BLACKBERRY STRIKERS.

Will those who failed to report be blackberried by the Company?

Yes, the Company is determined not to be dictated to by a few men. Every man who is employed by the Company during the strike will be blackberried.

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